(1)	(2)	(3)
Diesel (HSD Oil only)	1.76 Million kilolitres.	6.4
Electricity	6.18 Billion Kilowatt hours.	2.7

New Delhi Station Chokes as Officials Squabble

1219. SHRI KRISHNA KUMAR BIRLA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government's attention has been drawn to a press news-item captioned "New Delhi Station chokes as officials squabble" as reported in the Pioneer dated the 5th February, 1993;

(b) if so, whehter Government have contemplated any concrete measures to decongest the New Delhi Railway Station;

(c) whether the modernisation and expansion of New Delhi and Old Delhi Railway Stations have been taken up by Government; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA) : (a) and (b) Yes, Sir.

(c) Modernisation and expansion of New Delhi Railway Station has already been taken up. At Old Delhi Railway Station additional capacity for handling Broad Gauge trains is becoming available with the proposed conversion of Delhi-Rewari-Jaipur line from Metre Gauge to Broad Gauge.

(d) Does not arise.

Losses Incurred on non-remunerative Trains

1220. SHRI SUNDER SINGH BHANDARI : Will the Minister of RAILWAYS be pleased to state :

(a) the number of non-remunerative trains zone-wise which are being run for socio-economic considerations and for political reasons; together with the break-up of the losses incurred on them in 1991-92 and 1992-93; and

(b) what progress has been made in introducing Rail Bus Services, the routes zone-wise ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA) : (a) Train-wise figures of expenditure, earnings and profitability are not maintained. However, on an overall basis, zone-wise losses for the years 1989-90 and 1990-91 (latest available) are shown in the statement attached (*See* Below).

(b) Procurement action has been initiated for five BG and five MG Rail Buses. The first prototype BG Rail Bus is likely to be supplied by April, 1994. The Tender for procurement of MG Rail Buses is due for opening in June, 1993.

The specific routes on which these Buses will be deployed will be decided after the successful trial run of the prototypes.

Statement

Losses incurred on non-remunerative trains
Zone-wise losses for the years 1989-90 and 1990-91

(Rs. in Crores)

Railway Zone	1989-90	1990-91
(1)	(2)	(3)
Central	81.96	21.16
Eastern	310.37	283.55
Northern	223.89	262.59

(1)	(2)	(3)
North Eastern	187.08	186.93
Northeast Frontier	117.88	124.77
Southern	228.12	219.24
South Central	158.62	154.90
South Eastern	169.07	181.87
Western	78.59	61.02
TOTAL	1555.58	1496.03

Introduction of a Super Fast Express Train from Delhi to the Coastal Areas of A.P.

1221. SHRI V. HANUMANTHA RAO : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a proposal to introduce a Super Fast Express Train linking Delhi to the coastal areas of Andhra Pradesh;

(b) whether it is a fact that the present Dakshin Express is not popular amongst passengers due to its very long travelling time;

(c) whether Government propose to start a faster train to serve the same areas of the present Dakshin Express; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA) : (a) to (c) No Sir.

(d) Does not arise.

Passenger amenities on all Express trains

1222. SHRI V. HANUMANTHA RAO : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have any proposal to gradually increase Passenger amenities on all Express Trains on a more equitable basis;

(b) whether it is a fact that many Express trains going in a southern direction are devoid of basic facilities like dining car, pantry car or hygienic food, etc;

(c) what are the Express trains presently going from Delhi to Andhra Pradesh which do not have good catering facilities attached; and

(d) the steps being taken to enhance the level of passenger facilities on such trains ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA) : (a) It is the endeavour of Indian Railways to provide passenger amenities in all the trains upto the standard laid down by the Passenger Amenities Committee. Recently 40 Mail/Express trains have been covered under "Zero Missing Amenities fitting" scheme to ensure availability of identified amenity fittings. More and more trains are proposed to be covered under this scheme progressively.

(b) to (d) No, Sir. Adequate care is taken to ensure that the catering requirements are duly met from static as well as mobile catering units on this route. While most of the South bound trains, from Delhi area, have been provided with pantry cars, a few including 7021/7022 Dakshin Express are being provided with catering facilities from static points enroute.